

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5273

號六十八月八年二十三緒光

WEDNESDAY, OCTOBER 3, 1906.

三拜禮

號三月十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$20,250,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,250,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. Haupt, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq.
R. Shaw, Esq.
Hon. Mr. W. J. Gresson
N. A. Siebs, Esq.
C. R. Lennard, Esq.
H. E. Tomkins, Esq.
D. M. Nisim, Esq.
ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 4 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4 per cent. per annum.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 17th September, 1906.

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 4 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906.

DEUTSCH ASIATISCHER BANK N.
CAPITAL FULLY PAID-UP.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.
FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Scharnhorst (Preussische Staatsbank).
Direction der Disconto-Gesellschaft Deutsche Bank S. Bleichroeder.
Berliner Handels-Gesellschaft Bank fuer Handel und Industrie Robert Warshawsky & Co. Mendelssohn & Co.
M. A. von Rothschild & Soehne Frankfurt Jacob S. H. Stern.
Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
HUGO SUTER,
Manager.
Hongkong, 26th May, 1906.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)
ESTABLISHED 1824.
PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£417,000).
Head Office—AMSTERDAM.
Head Agency—BATAVIA.
BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascoerocan, Ijlalajap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Telok-Semawang (Acheen), Bandjermaes.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.
LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.
INTEREST ALLOWED.
On Current Accounts 2 per cent. on daily balances.
Fixed Deposits 12 months 4 per cent. per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 do.
L. ENGEL,
Agent.
Hongkong, 28th February, 1905.

DENTAL SURGEON.
G. DE PERINDORGE.
DIPLOMA: PARIS.
Latest Improvements including PORCELAIN FILLINGS.
HOTEL MANSON'S,
Pedder Street.
Hongkong, 1st June, 1906.

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Fixed Deposits 12 months 4 per cent. per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 do.
L. ENGEL,
Agent.
Hongkong, 28th February, 1905.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 21,000,000
CAPITAL UNCALLED....." 3,000,000
RESERVE FUND....." 13,700,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKIO, HONOLULU.
YAGASAKI, SHANGHAI.
LYONS, NEWCHWANG.
SAN FRANCISCO, MUKDEN.
HOMBAI, PORT ARTHUR.
TIENTSIN, CHEFOO.
PEKING, DALNY.
Kobe, TIE-LING.
NEW YORK, OSAKA.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, L.
PARIS BANK, L.
THE UNION OF LONDON AND SMITH'S BANK, L.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months at 5 per cent.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 22nd September, 1906.

TAKEO TAKAMICHI,
Manager.
Hongkong, 22nd September, 1906.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£975,000
INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balances.
On Fixed Deposits for 12 months, 4 per cent.
T. P. COCHRANE,
Manager.
Hongkong, 16th May, 1906.

INTERNATIONAL BANKING CORPORATION.
FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.
CAPITAL AND SURPLUS AUTHORIZED.....Gold \$10,000,000
CAPITAL PAID UP.....Gold \$3,350,000
RESERVE FUND.....Gold \$3,350,000
HEAD OFFICE: NEW YORK.
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.
LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, UNION OF LONDON AND SMITH'S BANK, LTD. BRITISH LINEN COMPANY BANK.
BRANCHES AND AGENTS ALL OVER THE WORLD.
THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:
For 12 months 4 per cent. per annum.
For 6 months 4 per cent. per annum.
For 3 months 4 per cent. per annum.
H. PINCKNEY,
Manager.
No. 9, Queen's Road Central.
Hongkong, 19th September, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 15 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.
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SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906.

MAILS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI.....SIMLA.....About 4th.....Freight and Passage.
Capt. F. R. Summers
TO SAIL ON.....October
REMARKS.....

LONDON, direct.....OCEANA.....6th October.....Freight and Passage.
Capt. W. Hayward, R.M.R.
YOKOHAMA VIA SHANGHAI, CHINGWANTAO, MOJI & KOBÉ.....PERA.....About 14th.....Freight only.
Capt. A. L. Valentini
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.....MANILA.....About 25th.....Freight and Passage.
A. W. Anderson, R.N.R.

For Further Particulars, apply to
E. A. HEWETT, Superintendant.
Hongkong, 2nd October, 1906.

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.
Without doubt this is the Finest Blend of TEA at the Price to be had in China.



LANE, CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOCHOW TEA.
Prices:
Including Freight, Duty and Delivery to any address in the United Kingdom
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.
Hongkong, 11th September, 1906.

CHAMPAGNES, SHERRIES, PORTS, MARSALAS AND MADEIRAS, CLARETS, BURGUNDIES, HOCKS AND MOSELLES, BRANDIES, WHISKIES, GINS, LIQUEURS, BITTERS, ALES, BEERS AND STOUTS.
CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.
Hongkong, 21st September, 1906.

TYPHOON RELIEF FUND.
The request of the General Committee an ENTERTAINMENT will be given in the CITY HALL on the evening of the 11th proximo.
The following gentlemen have consented to act as a Committee in connection therewith—
Mr. D. R. LAW (Chairman),
Major PRITCHARD, R.A.,
Mr. G. BALLOCH,
Mr. E. ORMISTON (Treasurer),
Mr. A. A. CALDWELL,
Mr. R. SUTHERLAND (Secretary).
Full particulars of the Entertainment will be published later.
R. SUTHERLAND,
Secretary.
Hongkong, 27th September, 1906.

HONGKONG JOCKEY CLUB.
THE HALF-YEARLY MEETING OF MEMBERS will be held in the CITY HALL, on SATURDAY, the 13th October, 1906, at 12 o'clock Noon.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 1st October, 1906.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.
TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:—
1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.
The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.
Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.
By Order,
W. BOWEN-ROWLANDS,
Secretary.
Hongkong, 6th July, 1906.

NOTICE.
ALL PERSONS having CLAIMS against the Estate of the Right Reverend JOSEPH CHARLES HOARE, D.D., late Bishop of Victoria, are requested to send particulars of the same to the Undersigned as soon as possible.
Hongkong, 29th day of September, 1906.
DENNIS & BOWLEY,
Solicitors,
Supreme Court House.

SCOTTISH MASONIC QUADRILLE ASSOCIATION.
MASONS wishing to join the above are requested to communicate with the Undersigned (1st Dance on the 7th November).
J. J. BLAKE,
Secretary,
Headquarter Offices,
Hongkong.
Hongkong, 3rd October, 1906.

Intimations.

JAPAN COALS.



THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milko, Hakodate, Taipeh, &c.
Telegraphic Address: "MITUI" (A.R.O. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Otsura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yonokibara and other Coals.
S. MINAMI, Manager, Hongkong.

THE CITY OF PARIS,
2, PEDDER STREET,
(OPPOSITE THE HONGKONG HOTEL),
MADAME FLINT, Manageress.

SPECIAL LOW PRICES FOR AUTUMN COSTUMES.
SEE DESIGNS IN OUR WINDOWS.
Hongkong, 11th September, 1906.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

A. CHAZALON & CO.
JUST UNPACKED.
ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
DO. AU CITRON.
FISH PASTE FOR SANDWICH.
PUREE DE FOIE GRAS DO.
AND
Other Picnic size tins of PRESERVES.
FRENCH BISCUITS.
HUNTLEY & PALMER'S BISCUITS and CAKES.
CROSBY and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.
ALSO
GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.
Hongkong, 21st July, 1906.

HARBOUR MASTER'S DEPARTMENT.
INFORMATION has been received from the Military Authorities that GUN PRAC-TICE will be carried out as under:—
On FRIDAY, the 5th October:—
From Sanatorium, in a Southerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 12 Noon.
If the weather is unfavourable on the above date, Practice will take place on the following day.
All ships, junks and other vessels are to keep clear of the ranges.
L. BARNES-LAWRENCE,
Captain, R.N.,
Harbour Master, &c.
Hongkong, 28th September, 1906.

HONGKONG HOTEL.
FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.
H. HAYNES,
Manager.
Hongkong, 15th March, 1906.

HOTEL CRAIGIEBURN,
BLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the MANAGER.
Hongkong, 2nd July, 1906.

VICTORIA HOTEL, SHAMEN, CANTON.
ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA.
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.
EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.
WM. FARMER, Proprietor.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED, ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the MANAGER.
Hongkong, 4th December, 1905.

OCCIDENTAL HOTEL.
EXCELLENT CUISINE.
MODERATE PRICES.
ELECTRIC FANS TO ORDER IN EVERY ROOM.
EUROPEAN MANAGEMENT.
ELOIN ROAD, KOWLOON.
Hongkong, 19th May, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.
 "FATSHAN," 2,260 " " " R. D. Thomas.
 "HANKOW," 3,073 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M. On Sundays at Noon.
 Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,888 tons, Captain J. Willox.
 "NANNING," 1,699 " " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 4.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Missions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 27th September, 1906

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October
TJILIWONG	JAPAN	First half November	JAVA PORTS	First half November
TJIMAH	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	Second half November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 29th September, 1906

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports.
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SHANGHAI, SHUINGO, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE.

AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, FEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanjing Road.
 Hongkong, 27th November, 1905.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

BRISBANE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STREAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 10th day of October, 1906, at Noon, the Steamship GNEISENAU, Captain Grosch, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 8th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th October.

Cashiers of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.0.0	\$42.0.0	\$22.0.0
Return	91.0.0	63.0.0	33.0.0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0	44.0.0	24.0.0
Return	97.0.0	66.0.0	36.0.0
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64.0.0	44.0.0	24.0.0
Return	115.0.0	79.0.0	47.0.0
VIA BREMEN OR SOUTHAMPTON	68.0.0	46.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA, in lead of an Imperial Mail steamer from Singapore to Colombo. The rest of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STREAMERS.	TONS.	SAILING DATES.
SANDAKAN		TUESDAY, 16th October.
WILHELM		TUESDAY, 13th November.

ON TUESDAY, the 16th day of October, 1906, at Noon, the Steamship SANDAKAN, Captain, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00
Return	\$42.00	\$26.20	\$21.15
TO BRISBANE	\$30.00	\$20.00	\$14.00
Return	\$44.00	\$28.00	\$21.15
TO SYDNEY	\$31.00	\$23.00	\$15.00
Return	\$45.00	\$29.00	\$21.10
TO MELBOURNE	\$34.10	\$24.00	\$16.00
Return	\$48.20	\$32.00	\$22.15
TO YOKOHAMA	\$80.00	\$50.00	\$30.00
Return	\$120.00	\$70.00	\$40.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	\$140.00	\$100.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class Steamer \$97.0.0
 TO EUROPE VIA AUSTRALIA AND AMERICA 96.0.0
 From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the U. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of the N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 10th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 24th October.
YOKOHAMA & KOBE	WILHELM	WEDNESDAY, 24th October.

Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & O. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62.0.0
TO BREMEN	\$63.10.0
TO PARIS VIA GENEVA	\$65.0.0
TO NAPLES, GENOA VIA GIBRALTAR	\$65.0.0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 28th September, 1906.

Yokohama.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 48.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 500, or 681

Telegrams, "Dock, Yokohama," Codes A. 3. C. 4th and 5th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

139

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAUPTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 7th March, 1905.

(1)

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A.

S. Watson & Co., Ltd., Firms and other leading

Establishments in the Colony, to whom refer-

ence may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906

(160)

THE HONGKONG

STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE

Hongkong, 12th September, 1905

(166)

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS

and DEALERS in Ladies' and Children's

Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentle-

men's Shirts made to order.

Special Order Solicited.

Hongkong, 1st February, 1906

(180)

COLD STORAGE.

THE HONGKONG ICE COMPANY,

LTD., have now 40,000 Cubic feet of

COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M.

daily, Sunday excepted, to receive and deliver

perishable goods.

Intimations.

Powell's

(28, QUEEN'S ROAD.)

Have just received their
New Stock

FOOTBALL

BOOTS.

The "Cert" Registered.

CHROME

Light weight, no pads,
Studs, cut to cap and
joint strap one piece,
Unbreakable Toe—

\$6.00

Pair.

RUSSET
CALFMedium weight, one pad,
Bars. Superior qual-
ity, very hard Toe
cap—

\$8.00

Pair.

Thoroughly Reliable
Boots.Wm. POWELL,
LTD.,(OPPOSITE THE CLOCK TOWER)
HONGKONG.

Hongkong, 25th September, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONS, LADIES' BLOUSES
AND SHAWLS.SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY
MEETING OF SHAREHOLDERS
will be held at the Office of the Under-
signed at 12 o'clock (Noon), on SATURDAY,
the 20th instant.The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
instant, both days inclusive.JARDINE, MATHESON & Co.,
General Agents.Canton Insurance Office, Limited.
Hongkong, 2nd October, 1906. [970]GOVERNMENT OF BRITISH NORTH
BORNEO.

REVENUE FARMS FOR 1907, 1908, 1909.

TENDERS will be received by the SECRE-
TARY to the GOVERNOR at Jesselton, on
or before 26th October, 1906, for the following
REVENUE FARMS for the year 1907, or for
the three years 1907, 1908, 1909.

OPPIUM FARM.

SPIRIT LICENSE FARM.

PAWNBROKING FARM.

CUSTOMS FARM.

GAMBLING RESTRICTION FARM.

For Particulars, apply to—

GIBB, LIVINGSTON & Co.,
Hongkong.

Hongkong, 1st August, 1905. [799]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask
ex Factory.In Bags of 250 lbs. net \$2.70 per Bag
ex Factory.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906. [100]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid
and any other Chemicals.Price \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th September, 1906. [60]

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION

THERAPION

THERAPION

THERAPION

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ATKINS IN AFTER LIFE.

SOME OBVIOUS AND OVERLOOKED
CONSIDERATIONS.

By at least five Parliamentary Committees which have taken evidence about the employment of discharged soldiers and sailors, and even by the last and best of these Committees, whose Report is fresh, one inquiry has been shirked. They have never ascertained the actual magnitude of the problem. This omission is strange. A number of time-expired soldiers come every year into the labour market, sound in mind and body, and it is suggested that in view of their special merits, places should, as far as possible, be found for them in certain departmental and municipal occupations. It would seem to be essential, in any inquiry as to this proposal, to know the annual numbers of such men and places.

Until they are approximately known, and given to the public, we can judge neither of the practicability of any such idea nor of what might and ought to be done, during the soldier's term of life with the colours, to equip him for civil duties. Whatever is possible, whether in the way of finding public appointments for him or in preparing him for the open labour market, it will be done vaguely and wastefully if it is done at all, and we shall never be sure that our responsibility towards Tommy Atkins is being discharged. It is a responsibility rather keenly realised just now. It not only induced the late Government to appoint the Committee whose Report is before me; it is felt by all who dread compulsory service, to be a responsibility which can only be evaded at the cost of fostering the demand for that alternative. Beyond question, the difficulty of recruiting our present Army, and of getting intelligent men, especially to the front, is largely due to the fact that soldiering handicaps men for the rest of their lives. You may regret this for merely selfish reasons, then. Or you may say frankly and fairly, as the Committee do: "We require certain work to be done for the safety of the Empire, and young men to do it. As private employers our habit is to reward with higher wages or continued employment men who are diligent, or skilful, or well-behaved. As public employers we have to discharge the men after seven years, unable to compete on level terms with other out-of-work. We ought to make it up to them."

The Committee express regret that, strong representations made by former Committees have had so little effect. "The State should at once take steps," they say, "to carry out such important recommendations, and to place itself on at least as favourable a footing as other employers." They "most earnestly urge" that definite instructions should be issued to the various departments that ex-soldiers and sailors are to be given a prior claim to employment in the various posts in the Government service which they might fill. Can this be done more effectively on this Report than upon any other? I do not believe it can. Such "strong representations" beat the air. The effective inquiry, when made, will be a strict inquiry as to the number of men and the number of places. These latter being set out in detail, definite instructions may be enforced, and it may then appear that the State, after all, has not places enough to meet the demand.

This is what we ought to know, absolutely and exactly. For it can easily be shown that, if we are to assume, as a State, the whole responsibility, there must be at least four times as many appointments given to soldiers and sailors as there are sound men annually discharged from the Army and Navy.

Here are the bases of calculation: Let the average age at discharge be taken at twenty-seven years. (This may be found too low, in fact, but until the fact is ascertained, no higher age can safely be assumed.) A discharged man received into civil employ by the State is retained, if he lives and remains fit, until he reaches the age of sixty-five. That is to say, he works (sixty-five minus twenty-seven) thirty-eight years. Roughly, that is five times as long as he serves with the colours, and means that five times as many men must be employed in any year as are taken on in that year. Allow for deaths and other casualties, and four times as many does not seem to be an excessive estimate.

What is the number of men annually discharged? According to Captain H. F. Wilkinson, secretary to the National Employment Association, it appears to be 44,000, and of these (or in addition to these—the Report is not clear) 4,000 are medically unfit, and incapable of performing hard work. Their condition is not, by the way, any fault of the Army or Navy system. If the unfit be subtracted from the total we have 40,000 men in want of civil employment, and four times this number gives a total of 160,000 places to be found for soldiers and sailors. If they ought not to be subtracted the places are 175,000.

The Committee did attempt to obtain a return of the places actually filled by ex-soldiers and ex-sailors in Government departments. The Office of Works and the Army Accounts Department failed to make this return. Their employees apart (not numerous), the number of such places appears to be only 16,013—a figure one obtains by making the addition of details for one's self. What was not attempted, and should have been, was to get at a total of the number of places which, in the Committee's opinion, might be made available. They have set out a list of such places (omitting the Post Office) in four appendices, but have not ascertained the number of them for every kind of employ. The kinds of employ with numbers attached account, however (including the Post Office), for 30,283 places, and if the rest may be taken to afford as many in proportion the total will be about 140,000. This, or something like it, appears to be the whole

number of Government places which, with the best will in the world, this Committee could indicate as available. Five times as many are required, it seems.

Let this rough computation be corrected. Since we are responsible, we want the facts. If municipalities and private employers must find work for 128,000 old soldiers and sailors, the State being unable to use more than 33,000, we ought to know this for certain. We ought also to know if they are employed as freely by all local authorities as by the London County Council, and, in that case, if such authorities cannot find work for more than 20,000, which is their proportionate total. There should, in short, be a Parliamentary return, showing:—

(a) The number of men discharged annually from the Army and Navy, inclusive and exclusive of men permanently incapacitated from work.

(b) The number of appointments open annually to such men in Government departments and in metropolitan, county, and borough, police forces, fire brigades, etc.

It is necessary to add, for clearness' sake, that the arrears of unemployment are not considered in this attempt to envisage the problem. In Captain Wilkinson's opinion, they cannot be worked off. The matter is discussed only with a view to what should be written upon a clean slate; for the suspicion remains that, when all that may be possible has been done by the State and by public bodies as employers, great need will remain for the compulsory instruction of our soldiers, if not our "handy men," in certain common employments. This is troublesome; and so long as a loose opinion prevails that the problem is to be solved as one of public employment simply, provision for such instruction will not be adequately made.

If more than one man in three can be employed in the public service, either national or local, the probabilities suggested by this article are not valid.—K.S. in *Pall Mall Gazette*.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON
SATURDAY,the 6th October, 1906, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street.A LARGE ASSORTMENT OF
JAPANESE CURIOS.Comprising:—
OLD SATSUMA VASES INCENSE
BURNERS, WALL PLATES, SILVER AND
GOLD CLOISONNE VASES, TEA SETS,
CARVED-IVORY FIGURES, SILK-EM-
BROIDERED "SCREENS," MAKUDZU
VASES, KAGA TEA SETS, WATER
COLOURS, PICTURES, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 2nd October, 1906. [969]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by
PUBLIC AUCTION,ON
FRIDAY AND SATURDAY,the 5th and 6th October, 1906, commencing
each day at 2.30 P.M., at "New Kingsclere,"
Kennedy Road,A QUANTITY OF
VERY VALUABLE HOUSEHOLD
FURNITURE,Comprising:—
SILK TAPESTRY AND PLUSH COVERED
DRAWING ROOM SUITES, MARBLE
FIGURES, OCCASIONAL TABLES,
FANCY FRENCH MIRRORS, ORNA-
MENTS, PICTURES, &c., &c.EXTENSION DINING TABLE, HAND-
SOME SIDEBOARDS with MARBLE TOP
AND BEVELLED MIRRORS, DINNER
WAGGONS, MOROCCO COFFERED DIN-
ING ROOM SUITE, BOOK CASES, PIC-
TURES, CURTAINS, &c., &c.BRASS BEDSTEADS, MARBLE TOP
WASHSTANDS, TOILET TABLES,
HANDSOME WARDROBES, BEDROOM
SUITES, &c., &c.TIENSTIN AND PILE CARPETS AND
RUGS, GLASS AND CROCKERY WARE,
and KITCHEN UTENSILS, and a quantity
of FINE ELECTRO-PLATED WARE.ALSO
7 CARRIAGES and a quantity of SAD-
DLERY.

TERMS:—As Customary.

On view from Wednesday, the 3rd October,
1906.GEO. P. LAMMERT,
Auctioneer.

Hongkong, 25th September, 1906. [945]

PARTICULARS AND CONDITIONS

of the letting by Public Auction Sale, to be
held on MONDAY, the 8th day of October,
1906, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND,
at Hung Hom, in the Colony of Hongkong,
for a term of 75 years, from 16th day of
May, 1904, with the option of renewal at a
CROWN RENT to be fixed by the Surveyor
of His Majesty the KING, for one further term
of 75 years.

PARTICULARS OF THE LOT.

Regd. No.	Locality.	Boundary Measurements.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Ft.
1	Lot 1	100 ft. by 100 ft.	1	4,840	418,080
2	Lot 2	100 ft. by 100 ft.	1	4,840	418,080
3	Lot 3	100 ft. by 100 ft.	1	4,840	418,080
4	Lot 4	100 ft. by 100 ft.	1	4,840	418,080
5	Lot 5	100 ft. by 100 ft.	1	4,840	418,080
6	Lot 6	100 ft. by 100 ft.	1	4,840	418,080
7	Lot 7	100 ft. by 100 ft.	1	4,840	418,080
8	Lot 8	100 ft. by 100 ft.	1	4,840	418,080
9	Lot 9	100 ft. by 100 ft.	1	4,840	418,080
10	Lot 10	100 ft. by 100 ft.	1	4,840	418,080

Regd. No.	Locality.	Boundary Measurements.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Ft.
11	Lot 11	100 ft. by 100 ft.	1	4,840	418,080
12	Lot 12	100 ft. by 100 ft.	1	4,840	418,080
13	Lot 13	100 ft. by 100 ft.	1	4,840	418,080
14	Lot 14	100 ft. by 100 ft.	1	4,840	418,080
15	Lot 15	100 ft. by 100 ft.	1	4,840	418,080
16	Lot 16	100 ft. by 100 ft.	1	4,840	418,080
17	Lot 17	100 ft. by 100 ft.	1	4,840	418,080
18	Lot 18	100 ft. by 100 ft.	1	4,840	418,080
19	Lot 19	100 ft. by 100 ft.	1	4,840	418,080
20	Lot 20	100 ft. by 100 ft.	1	4,840	418,080

Regd. No.	Locality.	Boundary Measurements.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Ft.
21	Lot 21	100 ft. by 100 ft.	1	4,840	418,080
22	Lot 22	100 ft. by 100 ft.	1	4,840	418,080
23	Lot 23	100 ft. by 100 ft.	1	4,840	418,080
24	Lot 24	100 ft. by 100 ft.	1	4,840	418,080
25	Lot 25	100 ft. by 100 ft.	1	4,840	418,080
26	Lot 26	100 ft. by 100 ft.	1	4,840	418,080
27	Lot 27	100 ft. by 100 ft.	1	4,840	418,080
28	Lot 28	100 ft. by 100 ft.	1	4,840	418,080
29	Lot 29	100 ft. by 100 ft.	1	4,840	418,080
30	Lot 30	100 ft. by 100 ft.	1	4,840	418,080

Regd. No.	Locality.	Boundary Measurements.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Ft.
31	Lot 31	100 ft. by 100 ft.	1	4,840	418,080
32	Lot 32	100 ft. by 100 ft.	1	4,840	418,080
33	Lot 33	100 ft. by 100 ft.	1	4,840	418,080
34	Lot 34	100 ft. by 100 ft.	1	4,840	418,080
35	Lot 35	100 ft. by 100 ft.	1	4,840	418,080
36	Lot 36	100 ft. by 100 ft.	1	4,840	418,080
37	Lot 37	100 ft. by 100 ft.	1	4,840	418,080
38	Lot 38	100 ft. by 100 ft.	1	4,840	418,080
39	Lot 39	100 ft. by 100 ft.	1	4,840	418,080
40	Lot 40	100 ft. by 100 ft.	1	4,840	418,080

Regd. No.	Locality.	Boundary Measurements.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Ft.
41	Lot 41	100 ft. by 100 ft.	1	4,840	418,080
42	Lot 42	100 ft. by 100 ft.	1	4,840	418,080
43	Lot 43	100 ft. by 100 ft.	1	4,840	418,080
44	Lot 44	100 ft. by 100 ft.	1	4,840	418,080
45	Lot 45	100 ft. by 100 ft.	1	4,840	418,080
46	Lot 46	100 ft. by 100 ft.	1	4,840	418,080
47	Lot 47	100 ft. by 100 ft.	1	4,840	418,080
48	Lot 48	100 ft. by 100 ft.	1	4,840	418,080
49	Lot 49	100 ft. by 100 ft.	1	4,840	418,080
50	Lot 50	100 ft. by 100 ft.	1	4,840	418,080

Regd. No.	Locality.	Boundary Measurements.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Ft.
51	Lot 51	100 ft. by 100 ft.	1	4,840	418,080
52	Lot 52	100 ft. by 100 ft.	1	4,840	418,080
53	Lot 53	100 ft. by 100 ft.	1	4,840	418,080
54	Lot 54	100 ft. by 100 ft.	1	4,840	418,080
55	Lot 55	100 ft. by 100 ft.	1	4,840	418,080
56	Lot 56	100 ft. by 100 ft.	1	4,840	418,080
57	Lot 57	100 ft. by 100 ft.	1	4,840	418,080
58	Lot 58	100 ft. by 100 ft.	1	4,840	418,080
59	Lot 59	100 ft. by 100 ft.	1	4,840	418,080
60	Lot 60	100 ft. by 100 ft.	1	4,840	418,080

Regd. No.	Locality.	Boundary Measurements.	Area in Acres.
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Intimation.



"STILL LEADING."
WATSON'S
E
LIQUEUR
SCOTCH
WHISKY.
-\$15 per case.

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1841.
Hongkong, 28th September, 1906.

BIRTH.
On September 28, at Shanghai, the wife of H. L. NORCOCK, of a son.
MARRIAGE.
On September 28, at Shanghai, ROBERT MORGAN to MARY ANN HEE.
DEATH.
On October 2nd, 1906, at "The Châlet," Peak, Captain LIONEL AUBREY WALTER BARNES-LAWRENCE, R.N., fourth son of the late Canon H. F. Barnes-Lawrence, Bridlington, Yorkshire. [973]

The Hongkong Telegraph
HONGKONG, WEDNESDAY, OCTOBER 3, 1906.

EVENING CLASSES.

The opening session of the evening continuation classes which have been promoted by the Government—mainly through the efforts of His Excellency the Governor—begins to-night when students will be enrolled at Queen's College. There can be no doubt that these classes are well calculated to assist the youth of the Colony in completing their commercial education, and fitting them for the higher positions in the business world. In many families it is necessary that the sons should become breadwinners at as early an age as possible, with the result that the boys are withdrawn from school practically as soon as they have learned the three R's. Obviously, such an education is totally inadequate to carry a youth to the loftier rungs of the business ladder, or to enable him to take advantage of the opportunities of commercial success. He is handicapped at the very threshold of life, and although a very few manage by indomitable perseverance and natural ability to win that honour and reward for which they have struggled, the majority are bound to remain with the ruck and rabble of mankind. Having been removed from school before they had begun to appreciate the advantages of a sound education they have no stimulus to induce them to improve themselves mentally, and there is seldom any voice to encourage them on the path of self-help. For these reasons it is highly satisfactory that the Government has seen its way to provide for the wants of those youths who have been unable to finish their education at the day classes. The fees are decidedly reasonable and it depends upon the student himself whether they may not become still more reasonable, for a certain percentage of attendances and a certain assiduity to their studies will secure the return of the greater portion of the fees. The

principal benefit offered by the Queen's College classes is tuition by trained and capable masters who have been specially appointed to the position and are not mere amateurs playing with a hobby. Almost everybody fancies that he can become a schoolmaster no matter how defective and limited his own education, and, as a consequence, we find schools springing up in all quarters of the city with ignorant or incompetent teachers, who have but the vaguest idea how to impart the scanty crumbs of knowledge they have previously acquired. In one case which occurred in Hongkong the teacher kept up appearances by studying one lesson in advance of his pupils. Of course, the students could gain no advantage from the experience of such a teacher; it was simply the old case of the blind leading the blind. But pupils attending Queen's College are assured of capable masters, fitted in every respect to illumine the mental darkness of youth. It is to be hoped therefore that parents and guardians will send their boys to these evening continuation classes so that they may be equipped with the first essentials of the commercial world and also enjoy the recreation of a well-stored mind. Further, employers of young labour should recognise that it is their duty to impress upon their youthful servants the duty of attending these classes. A word from an employer is frequently of infinitely more importance and regarded as vastly more authoritative than the pleadings of parents. It partakes of the nature of a command which the youth feels compelled to obey. And after the remarks of His Excellency the Governor the other day we trust employers will do everything to advance the welfare of the charges under their control and thereby render the evening classes a success. It will be interesting to learn the result of the applications to attend which are received by the organising secretary, Mr. W. H. Williams, at Queen's College to-night.

A NORTHERN APPRECIATION.

Unstinted praise is awarded Hongkong by the newspapers of our sister colonies for the admirable response made by those who, having escaped the ravages of the recent typhoon, are now subscribing so liberally towards the relief fund. The *Shanghai Times* for example remarks: "Our warmest admiration is excited by the spirit shown by the Hongkong people, and while deploring the awful destruction of life and property, we cannot help feeling a glow of pride in the occasion, to think that our sister city has shown herself so great and noble in the face of disaster. Of the magnificent manner in which the Chinese behaved in the emergency we have already written at considerable length." The writer proceeds to quote the *Hongkong Telegraph* and concludes: "Truly a spirit of emulation in good work seemed to pervade all classes of the community, and the record of the Colony on this most fateful occasion is one which ought to be inscribed in letters of gold." While it does not become those who belong to Hongkong to sound panegyrics on the benevolence of the community, there can be no question that the Colony has risen to the occasion and opened its heart to the sufferers. There are hundreds of women and children who have lost their breadwinners and their all, but we may be certain they will be provided for by the generosity of their fellow-citizens. It is frequently asserted that the Chinese are callous in the extreme, that they regard the miseries of others with equanimity, and that they are seldom open to the calls of humanity. But who can aver that who has lived in British colonies where the Chinese form the greater proportion of the population? Time and again in Hongkong the wealthier section of the Chinese have come to the rescue of their poorer compatriots and have shown in the most signal fashion their regard for human suffering. It was the Chinese who spontaneously came forward and through the *Hongkong Telegraph* notified that they were prepared to contribute substantially to any fund which might be inaugurated by His Excellency the Governor for the benefit of the unfortunate victims of the typhoon. The fund was started and the sympathetic heart of the Chinese is evidenced by a glance at the subscription lists. But this is not the first occasion by any means when the native element has by its deeds confuted the oft-repeated allegation that it was without the bowels of compassion. The *Shanghai Times* has rightly characterised the behaviour of the Chinese residents of Hongkong by the term "magnificence," and those who understand the native community will support the statement. A tribute is also given to the inspiring influence of Sir Matthew Nathan in obtaining aid to relieve the distressed, but as good wine needs no bush so the action of His Excellency needs no praise. It is gratifying, however, to read that the enthusiastic response of the people of Hongkong to the Governor's appeal for help is also appreciated in the Northern Settlement.

A PILLAR Box has been placed at Kowloon City police station. It will be cleared daily at noon. There will be a delivery of letters at Kowloon City leaving C. P. O. daily at 9 a.m.

LOCAL AND GENERAL.

CAPTAIN A. J. Robson of the steamer *Haimun* reported on arrival at Hongkong to-day that the Osaka Shosen Kaisha's *Asahi Maru* is badly ashore on North Merope Reef and has been abandoned. Gangs of fishermen were seen busily engaged looting the vessel when viewed from the deck of the *Haimun*.

A TELEGRAM from Bombay announcing the death of the Jam of Navanagar without an heir rouses hopes that the popular cricket player, Prince Kumar Shri Ranjitsinhji, may succeed him. The late Jam's father adopted Prince Ranjitsinhji when he was childless, but a son was subsequently born to him and Prince Ranjitsinhji was passed over. The revenue of Navanagar is \$800,000 yearly.

WILFRED John Holmberg, a clerk formerly in the employ of Messrs. Allen and Gledhill, solicitors, of 21, West Street, Singapore, and who is being sought after by the Government of the Straits Settlements, for alleged breach of trust, was brought up on remand before Mr. H. H. J. Gompertz, at the Police Court this afternoon, and the case, further adjourned for one week owing to the absence of papers from Singapore.

Two old women, residing at Nos. 18 and 20, Tai-ping-shan, respectively, who have an old standing grudge, commenced a chin-wagging competition in the street yesterday afternoon and drew a large crowd by their goings. They brought family history down to a fine point, and then both threatened that if it were not for the police something lively would happen. Somebody in the crowd spied the vintages on, telling them to chance a policeman. They did, and got arrested. They admitted a charge of fighting in the street at the Police Court to-day, and Mr. Gompertz fined them \$2 each.

Two coolies were charged before Mr. F. A. Hazeland, at the Police Court this morning, with carelessly driving a truck along Pedder Street yesterday afternoon. The complainant was a ricksha coolie, who held that the defendants were driving a European faze at the time, and when he turned into Pedder Street from Queen's Road he ran squarely into the truck and was bowled over, damaging his hand. His fare jumped from the ricksha before it went over. The defendants denied the allegation and were ordered by the Court to give the complainant \$2 compensation.

TSANG Fung, a coolie, who is being charged by the Post Office authorities: (1) that he on the 25th ult., with intent to injure some other person, did open four registered cover that were addressed to one Kwong Man Fung, (2) that defendant unlawfully did steal from one of the letters a bank draft (No. 53,400) for \$202, and (3) that he unlawfully obtained the four registered covers from the Postmaster-General, by using a false chop, was committed to take his trial at the next Criminal Sessions, by Mr. F. A. Hazeland this afternoon, at the Police Court. Mr. H. Hursthouse, of Messrs. Dennys and Bowley, prosecuted for the Crown.

THE *Singapore Free Press* prints the following special from its Ipoh correspondent dated 24th ult.:—Yesterday His Excellency the Governor Sir John Anderson motored to Kuala Kangsar, and breakfasted with H. H. the Sultan. H. E. proceeded to Taiping this morning, where he inspected the Malay States Guides. He returned thence by motor to Ipoh in the afternoon. A startling and serious accident marred the pleasantness of the Taiping parade. A horse bolted with a nurse of the Bratt's and she was badly hurt, receiving a fractured rib. The baby in charge of the injured woman was very seriously hurt and it is not expected it will recover. Miss Anderson and Mrs. Birch were in a motor at the scene of the accident and narrowly escaped a collision.

THE Revd. Father Vicar, vicar of the Portuguese Church of St. Joseph and Director of the St. Anthony's Boys' School will be leaving Singapore shortly for Macao where he has been promoted to be a Canon of the Diocese of Macao. Father Vicar's connection with the Portuguese Mission of Singapore dates back to 1896 when he arrived from Macao to be assistant vicar to Father Soares whom he succeeded when the latter was promoted to Macao. In educational matters Father Vicar has always taken a great interest and his sound knowledge of English peculiarly fitted him for the position of Director of the St. Anthony's Boys' School. Some months back Father Vicar was laid up with typhoid from the effects of which he has not altogether recovered. As an appreciation of his services his parishioners have subscribed and got out a chalice, which will be presented to him along with an address at the Parochial House, after the 8 o'clock mass on Sunday morning next, says the *Singapore Free Press* of 26th ult.

THE *Japan Chronicle* of 2nd Sept. says:—Yesterday there arrived at Kobe several of the members of the excursion party arranged by the *Los Angeles Times*. They number in all 140, and are taking the round trip on the *Dakota*. The party has visited San Francisco, Shasta Springs, Portland, Seattle, and Yokohama, and it is unfortunate that the weather has been so unpropitious that they have not seen Kobe at its best. A trip to Kyoto is arranged for to-day. It is hoped that the Great Northern Company will be induced to run the *Dakota* to Manila so that the excursionists may complete the programme arranged on that vessel. It seems to have been a very jolly trip altogether, and the arrangements have been most successfully carried out. The *Times Special* has been published on the *Dakota* during the voyage across the Pacific and the members of the staff of the journal who accompany the party have been sending descriptions of the trip from different points. The representatives of the *Times* are General H. G. Ois, Messrs. E. F. Dismar, J. Paul, D. W. Carlton, J. R. Smith, and Mrs. M. Plummer. The *Times Oriental* Party is to return this way, and it is to be hoped the weather will be better then, so that the excursionists may return to the States with a good impression of the port.

THE TYPHOON.

SINGAPORE'S GOODWILL.

MANILA AND HONGKONG OBSERVATORIES COMPARED.

The *Straits Times*, of 25th Sept. says:—The following communication has been addressed to the *Straits Times* and is published here as being by far the best mode of affording explanation to the public in the Straits as to the Colony's attitude at present in reference to the proposed transmission of monetary help to Hongkong. Reading between the lines of the Hon. Captain Arthur Young's letter reveals to us all the situation of our Sister Crown Colony as the more pathetic and deplorable. If we in the Straits need not be called upon to help with money, our hearts at all events go forth in sympathy with the afflicted and the distressed.

To the Editor of the *Straits Times*.
Sir,—With reference to the request made by the Honourable Mr. Napier at the meeting of the Legislative Council on Friday last, on the subject of this Government rendering help to the Colony of Hongkong in the terrible catastrophe which she has suffered, I have to inform you that this Government has been in communication with the Governor of Hongkong on this subject. A reply has been received to the effect that while most grateful for the expression of sympathy, the Government of Hongkong with the aid of private subscriptions will, it is considered, be able to do all that is necessary for the relief of survivors. So many whole families have been lost among the boat population that the number to be relieved is relatively small as compared with the extent of the disaster.—I have the honour to be, Sir, Your obedient servant,

(Signed) ARTHUR YOUNG,
Colonial Secretary,
Straits Settlements.
Colonial Secretary's Office,
Singapore, 25th September, 1906.
MANILA AND HONGKONG OBSERVATORIES.
A COMPARISON.

Referring to the Hongkong story and Captain Outerbridge's laudatory remarks regarding the Manila Observatory, which is one of the most admirable institutions in the Orient, presided over as it is by one of the most eminent meteorological scientists in the world, Father Algue, it is of interest to know the manner by which the Observatory matter is distributed in Manila and elsewhere.

Father Algue has prepared a cypher code, so thorough and comprehensive, that one single word wired from the Observatory to different stations conveys a paragraph of information regarding the state of the weather, and the forecast. These reports are sent at noon each day, but in time of threatening weather they are sent much oftener.

In bad weather, as soon as the cypher word is received by the Harbour-master it is translated, typewritten and posted at the Harbour-master's office where the shipping public and all others concerned can see the information conveyed. Copies of these notices are sent to all Government offices, the Admiral of the station, and, by launch, to the masters of all vessels in the harbour. If the storm is dangerous either here or in the southern or China seas, vessels scheduled to sail are warned, and generally defer their sailing until more settled weather obtains.

In connection with these Observatory reports the Hydrographic Office notices to mariners, and pilot charts, are furnished, gratis to all shipmasters at the Harbour-master's office. The Coast and Geodetic Survey publications and charts can also be obtained upon payment of a small fee. This, according to Captain Outerbridge, is very different from the weather reports of the Hongkong Observatory. The Harbour-master's office especially shows every courtesy in its treatment of mariners.—*Manila Times*.

NEW HAMBURG-AMERIKA.

STEAMER.

S.S. "HAMBURG"

When the Hamburg-America Line's steamer *Hamburg* entered this port on Monday, she arrived here on her maiden trip to the Far East, and up to schedule time. Yesterday morning from ten o'clock till noon, she was thrown open for inspection by visitors, and a goodly company of those interested in shipping matters assembled to inspect the latest addition to the fleet of this company's steamers. The *Hamburg* is specially built for the tropics, having large, well ventilated cabins, single, double, family, and suites, the single cabins being a novelty in passenger steamers, and intended for ladies or gentlemen preferring to have a cabin to themselves. The berths are not the ordinary wooden bunks, built one above the other, but are iron bedsteads, set separately along the sides of the cabin, with double washstands between on one side, and a well upholstered suite of large, dimensions opposite, wardrobes, and chests of drawers filling the space behind the doors. The saloon is bright and airy, the scheme of colour there, as in the spacious smoking and music rooms being followed out in white, green and gold. In the music room is also a small library of magazines and novels. The bathroom and lavatory accommodation is quite up to date, while stowed away in a corner near the gentlemen's cabins is a convenient little bar. In the saloon there is accommodation for 52 people to be seated and attended to at once, the pantries and kitchens being just about the saloon. The vessel is fitted throughout with electricity, and electric fans are provided whenever required. A duly qualified doctor is carried, and his services and drugs are given free to passengers requiring them. Stewardesses, laundrymen and barber are also carried, and every attention is paid to the comfort of passengers.

The *Hamburg*, like her sister boat next to arrive the *Hohenzollern*, is a steel twin-screw steamer of 6,436 tons net, having a length of 465 feet, 52 feet beam, and 25 feet depth. During the voyage out she easily maintained an average of 13 knots.

THE LATE HON. CAPTAIN BARNES-LAWRENCE, R.N.

THE FUNERAL.

FULL NAVAL HONOURS.

All that was mortal of the late Hon. Captain L. A. W. Barnes-Lawrence, R.N., Harbour Master and Marine Magistrate, whose untimely death is deeply deplored throughout the Colony, was laid to rest in a peaceful spot in the Protestant Cemetery, at the Happy Valley, with full naval honours, and in the presence of a very large and representative concourse of friends and sympathisers, whose presence testified to the esteem in which the deceased gentleman was universally held. At 5 p.m. the funeral cortege commenced to wend its way from the Naval Hospital, at Wanchai, to God's Acre, the resting place of "those who go before." First came the firing party, supplied by H.M.S. *Flora*, under command of Captain Grant-Dalton, with arms reversed, they being followed by the gun-carriage upon which rested the coffin, containing the body of him who was about to be buried, covered with the Union Jack, and drawn by bluejackets, from His Majesty's ships in harbour, a party also marching beside the gun-carriage. Immediately after the bier walked His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., who acted as Chief Mourner, and who was supported by all the members of the Executive and Legislative Councils, of the latter of which the Hon. Captain Barnes-Lawrence had been a member ever since his arrival in the Colony, in January, 1904, these members acting as pall-bearers. After them came a naval detachment, consisting of 100 men, followed by a military detachment of 100 men, and 100 civilian cadets. Commodore Pigott Williams with his staff marched at the head of the naval contingent, Colonel Darling with his staff taking his place at the head of the military contingent. The Captain of H.M.S. *Tamar* was in general charge of the funeral arrangements, while the bluejackets forming the firing party and escort were made up as follows:—

H.M.S. <i>Flora</i>	80
" <i>Tamar</i>	30
" <i>Albatross</i>	30
" <i>Brandy</i>	15
" <i>Robin and Moorhen</i>	15 in all
Fane.....	5

The naval officers wore crape bands on their left arms; with crape sword-knots and black bonnets, the men wearing black silk handkerchiefs tied round their arms.

Some slight distance in advance of the cortege marched the Band of the Royal West Kents, under Bandmaster McKelvey, who played funeral marches as the mournful procession passed on its way to the cemetery, the rear being brought up by a very long stream of friends and mourners, among them being the staff of the Harbour Department, some walking, some in rickshas, while half the Colony, consisting of representatives of the Chinese and foreign communities, were waiting to meet and pay their last respects to him who had gone. At the graveside the "Anglican Ritual" to be observed at the burial of the Dead, than which there is none more beautiful, was impressively rendered by the Venerable Archdeacon Bannister, the vast concourse listening with deep and sympathetic attention. And here the coffin was seen for the first time, as the Union Jack was removed, prior to lowering the casket to its last resting place. The coffin was of oak-wood, covered with black velvet and heavily ornamented with gun-metal, which metal also formed the handles.

Many beautiful wreaths and floral trophies, most of them in the design of an anchor, in memory of the profession of the deceased, were sent or taken to the grave, amongst others being offerings from:—Deputy Inspector General and Mrs. Thos. D. Gimlette, Hon. Dr. J. M. Atkinson, P.C.M.G., Mr. H. F. Hickman, Mr. R. Theo. Dalton Lyle, Major and Mrs. Ross, Dr. and Mrs. Newell Wilson, Mr. and Mrs. Caddock, Staff Surg. Mowat and Mrs. Mowat, Capt. W. E. Clarke, Mr. and Miss Clark, The officers 110th Infantry, Ward Room officers H.M.S. *Tamar*, Mr. H. H. Gompertz, Mr. and Mrs. A. B. Skottowe, Miss Barker, Miss Violet Barnes-Lawrence, Miss Barnes-Lawrence, Mrs. Barnes-Lawrence, Hon. Mr. T. Sercombe Smith, Mr. and Mrs. Jas. Macdonald, Mr. and Mrs. Alfred G. Wise, David Sassoon & Co., Mr. W. R. Law, Board of Directors of M.E.A., Hon. Mr. and Mrs. Edward Osborne, Wing Shun & Co., Mr. John Gregory, Nam Tai & Co., Mr. L. F. Crook, Mr. Wing Mow Seng, the workmen and messengers of the Harbour Department, the orderlies of the Harbour Department, the European, and the Chinese Staffs of the Harbour Master's and Shipping Departments, A. C. Botelho (Passage-broker), Tak Kee and Co., the China Merchants S.N. Co., the Y.K. Co., S.S. Co., Chee Wo and Co., Mr. Fung Wo Chun, Wing Kee and Co., Francisco Teyat, and others. Exigencies of time and space render it impossible for us to give to-day more than a partial list of those who sent floral tributes, and of those who were present at the funeral obsequies. A complete list will, however, appear in our next issue.

SHIPPING AND MAILS.

MAILS DUE.

English (*Simla*) 4th inst.
English (*Simla*) 4th inst.
German (*Gutsenau*) 8th inst.
German (*Gutsenau*) 8th inst., 6 p.m.
German (*Princess Alice*) 9th inst.
Canadian (*Tartar*) 18th inst.
German (*Willehad*) 22nd inst.

The T. K. K. S. *Nippon Maru* arrived in San Francisco on 1st inst.
The S. S. *Nantua* left Saigon on 2nd inst. for this port, and is due here on 6th inst.
The Imperial German Mail S.S. *Willehad*, left Sydney on 1st inst., at 10 a.m., and may be expected here on 22nd inst.
The Imperial German Mail S.S. *Prinz Sigismund*, which left here on 27th ult., arrived at Manzanillo on 1st inst., at 6 a.m.
The C. P. R. Co.'s S.S. *Empress of Japan* arrived at Kobe at 1 a.m. on 3rd inst., and left again at 6 a.m. same day, for Yokohama, where she is due to arrive at 5 a.m. on 4th inst.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

INTERPORT CRICKET.

CHANGES IN SHANGHAI TEAM.

WEATHER CONDITIONS FAVOURABLE.

[From Our Own Correspondent.]

Shanghai, 3rd October, 10.25 a.m.

The weather to-day is fortunately excellent and the ground for the interport cricket match is in a good condition.

The match commences at 11 a.m. and there are already signs that there will be a large attendance.

Messrs. Martin and Wheen replace Messrs. Turnbull and Lanning in the Shanghai team.

SHANGHAI'S FIRST INNINGS.

ALL OUT FOR 130 RUNS.

HONGKONG'S PROSPECTS—BRIGHT AND ROSY.

1.45 p.m.

Hongkong won the toss and elected to send Shanghai to the stumps.

The wicket is sticky, but it is gradually improving in the fine weather which is being experienced.

Weippert made a splendid stand against the Hongkong bowlers and along with Martin punished Mr. H. E. Stanger-Leathes most effectively.

As a result the bowling proved very expensive when the eighth and ninth wickets came on.

Mr. T. E. Pearce being unwell has been replaced by Mr. H. R. Phelps. The score up to the time of the adjournment for tiffin was 112 for eight wickets.

At that hour Weippert had knocked up 40 and seemed to be going strong.

Martin proved an excellent partner and his score stood at 27.

Later.

After tiffin, however, Weippert was caught by Phelps when he had only added 7 to his score, while Martin was only able to put up another 5.

The total for Shanghai's first innings was 130.

Hongkong's prospects are rosy and a win for the southern Colony would be very popular. In fact, it is confidently believed that Hongkong is bound to achieve a victory.

The score stands as follows:—

T. Wallace l.b.w. b Bird.....	5
Ollerdesser c and b Hancock.....	12
W. H. Moule at Bird.....	5
L. Walker c Hancock b Bird.....	5
V. H. Lanning c and b Hancock.....	3
G. C. Dew l.b.w. b Hancock.....	12
W. K. Stanion l.b.w. b Bird.....	3
W. H. C. Weippert c Phelps b Bird.....	47
Martin c and b Hancock.....	30
When not out.....	2
Extras.....	6
Total.....	130

HONGKONG'S HOLOCAUST.

EXTRAORDINARY COLLAPSE OF THE TEAM.

DISMISSED FOR 46 RUNS.

4.35 p.m.

Hongkong went to the wickets when a most extraordinary collapse occurred.

The entire team was dismissed for 46 runs.

Lanning took eight wickets for 10 runs.

Guilfoyle had two wickets for 31 runs.

The hat trick was performed by Lanning.

An Indian clerk, residing at No. 9, Wong-ni-chong Road, charged two ricksha coolies before Mr. F. A. Hazeland, at the Police Court to-day, for refusing to continue a journey. His Worship fined the defendants \$7 each.

TELEGRAMS.

[Reuter's.]

Church and State.

LONDON, 1st October.

The French premier, at an agricultural banquet, said: "We do not want religious persecutions, but will in no way see the State subversive to the imperious demands of the Church."

International Balloon Race.

Sixteen balloons, including three British ones, have started from Paris, on a race for the International Gordon Bennett Cup. The winner must remain forty-eight hours in the air.

Later.

The United States and Cuba.

There is a growing disposition in the United States to regard the occupation of Cuba as permanent, and comparisons are drawn with the British occupation of Egypt. The disarmament of the Government forces in Cuba has begun.

THE GOVERNOR OF HONGKONG.

It seems to us a bare dozen years since Captain Nathan, R.E., was a familiar figure at Simla as one of the younger lions of the Defence Committee. Since then he has been at the Horse Guards, later on became a Political on the Gold Coast, and is now Sir Matthew Nathan, the capable and, we understand, very popular Governor of Hongkong. We are very glad, if only for the sake of his old association with engineering in India, to learn from the *Hongkong Telegraph* that Sir Matthew is busy making things hum in the matter of railway communications. The information that Hongkong is going to spend two millions sterling on railways has been already chronicled in these pages. It is very high time that British interests in China began as they now seem to have done to look out for themselves instead of waiting for more German and Belgian initiatives. We wish Sir Matthew Nathan every success in this project and shall look out with interest for further and more technical details.—*Indian Engineering.*

BREACH OF CONTRACT.

DRIED LYCHES IN COURT.

In Summary Jurisdiction, His Honour Mr. A.G. Wise, Puisne Judge, presiding, the Han Hing firm sued the Wo Loong firm, for the recovery of the sum of \$260, being the amount of damages sustained by the plaintiff, by reason of the defendants having committed a breach of a contract, dated 21st June, 1906, and entered into with the plaintiff.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff firm, Mr. R.A. Harding representing the defendants.

Mr. Grist said that this case arose out of a breach of contract by defendants, whereby the plaintiffs had sustained loss and damages to the amount of \$260. On the 22nd June the parties entered into a contract whereby the defendants undertook to sell and deliver to the plaintiffs 200 cases of preserved, or dried, lyches. Plaintiffs then sold the cases to a third party for delivery on a later date. Defendants, however, failed to deliver the cases to plaintiffs, which caused the latter not only to lose the profits on the re-sale, but they had to pay to the third party the value of the goods they had failed to deliver, as they also committed a breach of contract. They now claimed the amount with costs.

For the defence it was urged that no date was specified for the delivery, and the reason they were not delivered promptly was that at the time when the defendants wanted their agents in China to ship the goods there was difficulty about getting a steamer. They submitted that they were not responsible for the loss arising out of the re-sale, but non-delivery, to the third party.

His Honour took the same view, and gave judgment for defendant with costs.

A CORRESPONDENT writes in a state of wonder as to when the Star Ferry Company is going to begin to consider the comfort and convenience of its patrons a little more, and its own purse a bit less. It was two weeks yesterday since the malshod on the Hongkong side of the company's wharves was blown over, and still passengers are at the mercy of the sun or rain while waiting for a ferry on that wharf. This was particularly noticeable yesterday when at about 11 a.m. a large number of Hongkongites sought to get over, by invitation, to see the new Hamburg America Lines's s.s. *Habsburg*. Most residents will remember that yesterday was a bright cloudless day, and consequently intending passengers by the company's boats had to stand or sit without any shelter whatever from the penetrating rays of the sun. As if that was not bad enough on arrival at the Kowloon side, no gangways were let down, and passengers, men, women and children, Chinese as well as foreigners, had to descend to the lower deck, and there take a flying jump on to the wharf, at risk of their lives and limbs. Our correspondent adds that a lady, in endeavouring to take this spring, came very nearly falling between the wharf and the vessel, and but for the close proximity of some European gentlemen and their timely assistance, it is a certainty that the lady would have received at the very least a severe shock, though with the bumping of the vessel against the wharf, had she fallen between them, it makes one shudder to think what might have happened. "Surely," he concludes, "this amounts to criminal negligence, and the authorities should not wait until a tragedy occurs, before bringing the company to book, but should act at once, and take steps to bring this over-bearing company to its senses forthwith."

TENDERS FOR PHILIPPINE VESSELS.

HONGKONG DOCK CO.'S CHANCES GOOD.

AN INTERVIEW WITH MANILA'S LLOYD'S SURVEYOR.

In connection with an exclusive telegram from our special correspondent at Manila, published in our issue of the 27th September, in which we were able to place before our readers the specified tenders for the construction of three vessels and the hull of a steam launch for the Philippine Government, the *Hongkong Telegraph* reporter to-day interviewed Mr. William Swan, Lloyd's Surveyor at Manila, on the subject. Mr. Swan arrived in the Colony last evening per s.s. *Rubi*.

Before entering on the subject our representative placed a copy of the *Hongkong Telegraph* of 27th ult. before Mr. Swan and pointed out the telegram already referred to, at the same time asking Mr. Swan for the latest information he may possess on the subject. He studied the cable for a while and turning to the newspaperman asked:

"Did you copy this from a Manila paper?"

The interviewer smiled at the interrogator, who evidently had little idea of the enterprise of the Colonial Press, and pointed out to Mr. Swan that the cable was dated 27th September and that it was printed in the paper that evening. It should be noted that sealed tenders were opened at Manila only that morning.

"I see," said Mr. Swan. "I did not notice that. You were pretty slick in getting that telegram—3rd figures too! It was not printed in any of the papers in Manila up to the time I left." Mr. Swan left Manila on the 20th ultimo.

Referring to the tenders Mr. Swan was asked if the Manila Government had come to any decision as to what firm they were going to allot the contract to, and what chances the Hongkong Dock Co. stood.

"The work has not as yet been allotted to any one as negotiations are still being carried on. But I am nearly certain that the three ships [the single screw sea-going tug, a stern paddle wheel steamer and a single screw steam launch] will come to Hongkong."

"I suppose," remarked the reporter, "that after all the lowest tender will secure the work?"

"I am almost certain of that," was the reply.

HONGKONG'S TENDER.

In all other things Hongkong's tender was the lowest. The tenders were as follows:—

(1) The Shanghai Dock and Engineering Co.:

for Tug \$105,376 (U.S. gold).

Launch 19,970 "

Steamer 39,220 "

Hull 15,540 "

(2) Hongkong & Whampoa Dock Co., Ltd.:

for Tug \$86,280 (U.S. gold).

Launch 17,540 "

Steamer 25,440 "

Hull 12,140 "

(3) Findlay & Co.:

for Tug \$106,883 (U.S. gold).

This firm did not tender for the other vessels.

(4) The Uruga Dock Co., of Japan, for Tug \$107,500 (U.S. gold).

No bids received from this Company for the other vessels.

Mr. Swan and will only be here for a day or two, as he is on his way to Shanghai.

NOTICE FOR GOODS SOLD.

AN IGNORANT PLAINTIFF.

At the Supreme Court this morning, before His Honour Mr. A. G. Wise, Puisne Judge, presiding in Summary Jurisdiction, the Wing Wo firm, of No. 14, Hung Hom, Green, sued Chan Fuk, alias Chan Lai Tong, of No. 83 Temple Street, Yaumatei, for the recovery of the sum of \$63.93, being the balance alleged to be due by defendant to plaintiffs for goods sold and delivered by the latter to the former.

Mr. F. C. Barlow, of Messrs. Goldring and Barlow, appeared for the plaintiffs, and Mr. Otto Kong Sing represented the defendant.

Mr. Barlow applied for leave to amend the statement of claim as his client had made a mistake in the particulars.

His Honour (to Mr. Otto Kong Sing): What is your defence? Is this a question of accounts?

Mr. Otto Kong Sing: No, my Lord. I do not object to any amendment whatever, as my client never had the goods at all, and never had any dealings with the plaintiff.

The statement of claim was then amended. Mr. Barlow called the plaintiff, Yau Fuk, who stated that he was the master of the plaintiff firm. He had known defendant for the last three or four years. He first began doing business with him in or about March, 1903, but ceased in April, 1904, as defendant could not be induced to settle up the account. Defendant then owed \$72.36. Producing his account-book, plaintiff said his last transaction with defendant was on 24th August, 1904.

His Honour (to Mr. Barlow): Your client now goes back to the original date in the particulars which you have just had amended. Mr. Barlow: The book might be wrong, my Lord. But the amendment was made at the request of the plaintiff.

His Honour (to plaintiff): What is the date of your last transaction?—When did you strike a balance?

Plaintiff made a rambling statement, out of which no information could be obtained.

His Honour (to Mr. Barlow): Your client does not seem to know anything at all about the matter; he cannot explain his own account. I shall adjourn this case till Friday week, and you will have to pay the costs of today's attendance, and further you will have to get a certified translation of items in that book relating to this claim, and pay the fee as well.

The case was then adjourned.

SAVING THE S.S. "KINSHAN."

INTIMIDATING LABOURERS.

C. P. CLARKE PROSECUTES.

Captain W. E. Clarke, acting secretary of the Hongkong, Canton and Macao Steamboat Company, Ltd., was able to attend the Police Court this morning to prosecute the four coolies who were remanded some days ago for behaving in a disorderly manner at Tai-lam-chung on the 28th ultimo. Asked by Mr. Gompertz what was the nature of the disorderly behaviour, Captain Clarke explained that the defendants were intimidating the native labourers at Tai-lam-chung, who were employed in trying to refloat the steamer *Kinshan*. A few hundred persons were being employed by the company and they were paid thirty cents per tide, that was about two or three hours' work a day. The defendants came on the scene and intimidated the natives to demand from the company sixty cents per tide or no work would be done. There was some difficulty at first and finally the labourers were given what they demanded. Some days later the defendants intimidated that the wages of the labourers should be transmitted through them and not paid to each man individually or else there would be no work done. This, it was alleged, was done, and it was later learned that instead of paying the labourers the proper wage—i.e., sixty cents per tide, the accused were only paying the workers ten cents per hour, pocketing the balance. In conclusion, Captain Clarke remarked that the three hundred men and women were perfectly willing to work on the *Kinshan*, but they wanted the defendants removed.

P.C. 112 Berry testified to the fact that at noon on the 28th September he was in No. 3 launch near Brothers Point. This was near Tai-lam-chung. When he got near the scene of the *Kinshan* he was signalled by a European to come ashore. When he landed on the beach he saw the four defendants shouting and driving away the *Kinshan* labourers with stones and sticks. He then arrested them for disorderly conduct.

His Worship was about to commit, having remarked that a *prima facie* case of disorderly behaviour was made out against them, when Inspector Langley entered and begged for a remand. He said that if his Worship had decided to convict he would want a post-mortem. He gave as his reason that the Court would in all probability impose a small fine. The men would pay it and return to Tai-lam-chung, where they would start trouble afresh. As he understood the *Kinshan* would be refloated in a week or so, he was of opinion that the men should be dealt with after that so there could be no trouble in the future.

The Court—When is the *Kinshan* expected to be refloated?

Captain Clarke—Probably in a few days; probably a fortnight. It depends on the tide.

The case was then further adjourned until the 10th instant. Bail, \$2.50 each.

SUGAR-GROWING IN CHINA.

SUGAR-CANE AND BEETROOT.

[From a Correspondent.]

Canton, 29th September.

Mr. Liao Shai Loong, a weather scientist, residing near Swatow, sent a despatch to the Board of Commerce at Peking, through the general Chamber of Commerce at Canton, stating that the Eastern province of Pechili and Kwangtung are suitable for growing beetroot and sugar-cane respectively, and these two products can be used for the manufacture of all kinds of sugar. At present there is no refined sugar manufactured in China by the Chinese, says the despatch, and such as is manufactured is inferior to foreign sugars, and the preparation of brown and crystal sugar is decreasing year by year. Assistance was therefore needed to encourage the planting of sugar-cane and beetroot in the provinces named, for the purposes of manufacturing refined sugar.

The Board of Commerce at Peking has sent a reply to the General Chamber of Commerce at Canton, stating that the contents of the despatch of Mr. Liao Shai Loong have been duly noted, and that the Government will do all that is possible to help in the encouragement of the cultivation of the product named.

INDIAN IMMIGRANTS FOR CANADA.

THE "GREGORY APCAR'S" PASSENGERS.

A Reuter's wire on the 22nd ult. stated that a delegation of British Columbia Legislators had waited on Sir Will. Laurier, Ottawa, and urged on him the exclusion of Hindus as undesirable from British Columbia. A later wire stated that the *Citizen* newspaper at Ottawa had warned the Government to be very careful in any action it may take regarding these Hindu immigrants who were the descendants of men who supported Great Britain in the Mutiny and superior to many classes of white immigrants.

In view of these wires it is interesting to note, says the *Singapore Free Press*, that a batch of these immigrants, who are Punjabi, passed through Singapore on the *Gregory Apcar* on Friday last. The immigrants, about five hundred in number, have taken passage as far as Hongkong from where they hope to catch one of the Pacific mails for Vancouver. The men, who are hoping to make their fortunes in British Columbia, have heard from friends already there that work on a good wage is easily procurable in Canada and this has tempted them to the venture. They were not under contract when they left India, and most of them have sold their little all to pay their way to the country where such bright prospects are held out to them. These immigrants are a hard working class of men and really comprise those men who have been rejected for the Indian Army owing to insufficient stature. In India wages for their class are extremely poor and this forces them to emigrate to other countries where they are not unappreciated. Many find congenial employment in the Straits as the watchmen who are known for their trustworthiness whilst others set up as carters and not infrequently make comfortable little fortunes for themselves. In India they do particularly good work on railway construction and irrigation and as railway work is at present plentiful in the Dominion they should not be long masterless. Elsewhere where they have emigrated they have always succeeded by their energy and thrift and there seems no reason why they should do otherwise in the great North-West.

"CANARIES" AT YAUMATEI.

UNFORTUNATE FLOTH OF TWO CHINESE.

Two men—one a respectable shopkeeper and the other a suspicious character—came before Mr. H. H. J. Gompertz, at the Police Court this morning, on a charge of being on the premises of the Po Hing Theatre, Yaumatei, with intent to commit a felony. Sergeant Appleton, who prosecuted, said that he did not think the shopkeeper was guilty of the charge—he was only following another man's lead. He said that the shopkeeper on passing at the back of the Po Hing Theatre, at about one o'clock this morning—the theatre playing the whole night on account of the festival—saw the first defendant going up to the roof of the theatre by means of a ladder. The shopkeeper thought it was a good idea to save a few cents and so followed the first defendant up the ladder with the intention of viewing the performance from the skylights. The coolie was not there to "see things," for he suddenly disappeared through a skylight into the room of the theatre's accountant. Unfortunately for the coolie he lost his hold on the skylight and fell with a crash below. The accountant got a scare at first, but he seized the intruder and handed him over to a policeman. On the way to the station with his prisoner the policeman saw the ladder, by which means the men gained the roof, and he signalled the sergeant, who went up the ladder to see if there were any more of the coolies' likes above. The sergeant was greatly surprised to find the shopkeeper lying flat on his stomach, peering through the skylight at the show, and as much at ease and amused as if he were in a box seat. The innocent shopkeeper was dragged from his perch and marched to the station. When questioned about their previous night's roof-walking the shopkeeper said he went there to see the show. The coolie gave the same excuse. "But how came you to be in the accountant's room?" queried the Court. "I fell through the skylight!" promptly replied the coolie. They were both discharged with a caution.

GERMAN TRADING ENERGY.

ARE THE GREAT LINES SUBSIDISED?

POLITICS AND TRADE COMBINED.

The importance of the situation created by the remarkable development that is taking place in the German mercantile marine is by no means underestimated in leading shipping circles in the City, but there is considerable divergence of opinion as to the causes of that development and the best means of meeting the competition which is becoming day by day more acute.

The belief most certainly prevails that behind the great German shipping companies stands the German Government. That the Hamburg-American Line enjoys a large subsidy is certain, but what the amount really is there is no possible means of ascertaining with accuracy.

Sir Dudley Woodhouse shrugged his shoulders when a representative of the *Pull Mail Gazette* put the question to him to-day (Aug. 28) and remarked that no company, without Government assistance could go on doing what the great German line was doing.

"It is a curious thing," he continued, "that British shippers work on most amicable terms with their French, Spanish, Italian, and other competitors, but not with the German. The Germans hold aloof; they cut prices, and take advantage of whatever opportunity offers in a way that no other nationality would do."

"Is there no way of meeting such rivals?"

"Certainly. We must fight them with an energy equal to their own; and such a report as that of the American Consul-General at Marseilles will have the effect of showing how imperative it is that no time should be lost in doing so."

Another well-known shipping authority was vigorous in his denunciation of German methods.

"This development of the German shipping trade is merely commercial, it is very largely political. German shippers are assisted and encouraged in every way by their Government, and they do things that no ordinary concern could possibly do. Why, I believed it is a fact that one important German line has lost about £100,000 during the past two years in the Mediterranean alone."

"The ultimate object to be attained must be deemed worth the expenditure?"

"Yes, it is, and that object is that German goods shall be carried to German markets in German bottoms."

LONDON'S TRADE TO BE CRIPPLED.

"Nor are they content with that object. They are making their supreme object the crippling of the trade of London. Only recently a most determined effort was made to capture the tea market. Missing Lane has had a severe shock, but, happily, the effort came to nothing. The fact, too, must not be lost sight of that the German system means in the end success if matters are allowed to drift. Suppose France offered a fair field for shipping enterprise, the English shipper would rely on getting cargoes at one or two ports. Not so the German. He would call at as many ports as possible and collect cargo as he went along, and succeed."

"What about the announcement of a new monthly service from Marseilles to the Persian Gulf?"

"That is purely political. There are signs enough that things are not to remain as they are at present in Persia, and when the change comes Germany is determined to be there."

"Germany's ambition is the supremacy of the German flag at sea, was the opinion of the representative of a great English company."

"Some years ago, when the Atlas Line was purchased, English crews, English agents, and English officials of every grade were turned out to make way for Germans. Germany is fighting England for supremacy. Year by year the statistics of German trade go on increasing, while ours remain stationary. It is a serious matter, and sooner or later we must fight for our existence. It can be done, and there are signs that before long the pushful German will find that his methods have placed him in rivalry with the rest of the world, and the result will not be satisfactory to him."

"Talking won't do it. When do you hear of an English company opening up a new service? Very seldom indeed. It is the old story. We wait on our own until we see the race in danger of being lost, and a desperate effort becomes necessary. The time has come when that effort should be made."

The P. and O. Company decline to admit that German competition is having any serious effect. "We have never done better than we are doing at present, so have no cause to complain," was the comment of a leading official.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—H.K. & M. Steamboat Co. \$158, Shell Transports 297, Rauba \$81, Hongkong Docks \$181, Kowloon Wharves \$911, Humphreys Estates \$112, Electric \$148, Tramways \$215.

Sellers:—Hongkong Banks \$800, London 203, Union \$775, Canton \$210, Hongkong \$127, China and Manila \$32, Douglas \$43 ex div., Hongkong Lands \$109, West Point \$50, Hongkong Hotels \$173, Cottons \$132, China Borneos \$10, China Provident \$950, Cement \$201, Ices \$236, Ropes \$28, China Light and Power \$10, Watsons \$13, Powells \$10.

Sales:—Hongkong Banks \$800, Rauba \$81, Hongkong Docks \$150.

Nominal:—National Banks \$47, China Fires \$93, Indco \$74, China Sugars \$157, Shanghai Docks \$110, Hongkong Wharves \$14, Dairy Farms \$17.

12 NOON.

TO-DAY'S EXCHANGE.

London—Bank T.T. 2 1/2
Do. demand 2 1/2
Do. 4 months' sight 2 1/2
France—Bank T.T. 2 1/2
America—Bank T.T. 2 1/2
Germany—Bank T.T. 2 1/2
India T.T. 16 1/2
Do. demand 16 1/2
Siam—Bank T.T. 16 1/2
Singapore T.T. 54 1/2
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London—Bank T.T. 2 1/2
Do. demand 2 1/2
Do. 4 months' sight 2 1/2
France—Bank T.T. 2 1/2
America—Bank T.T. 2 1/2
Germany—Bank T.T. 2 1/2
India T.T. 16 1/2
Do. demand 16 1/2
Siam—Bank T.T. 16 1/2
Singapore T.T. 54 1/2
Japan—Bank T.T. 108 1/2
Java—Bank T.T. 134 1/2

TO-DAY'S EXCHANGE.

London—Bank T.T. 2 1/2
Do. demand 2 1/2
Do. 4 months' sight 2 1/2
France—Bank T.T. 2 1/2
America—Bank T.T. 2 1/2
Germany—Bank T.T. 2 1/2
India T.T. 16 1/2
Do. demand 16 1/2
Siam—Bank T.T. 16 1/2
Singapore T.T. 54 1/2
Japan—Bank T.T. 108 1/2
Java—Bank T.T. 134 1/2

TO-DAY'S EXCHANGE.

London—Bank T.T. 2 1/2
Do. demand 2 1/2
Do. 4 months' sight 2 1/2
France—Bank T.T. 2 1/2
America—Bank T.T. 2 1/2
Germany—Bank T.T. 2 1/2
India T.T. 16 1/2
Do. demand 16 1/2
Siam—Bank T.T. 16 1/2
Singapore T.T. 54 1/2
Japan—Bank T.T. 108 1/2
Java—Bank T.T. 134 1/2

TO-DAY'S EXCHANGE.

London—Bank T.T. 2 1/2
Do. demand 2 1/2
Do. 4 months' sight 2 1/2
France—Bank T.T. 2 1/2
America—Bank T.T. 2 1/2
Germany—Bank T.T. 2 1/2
India T.T. 16 1/2
Do. demand 16 1/2
Siam—Bank T.T. 16 1/2
Singapore T.T. 54 1/2
Japan—Bank T.T. 108 1/2
Java—Bank T.T. 134 1/2

TO-DAY'S EXCHANGE.

London—Bank T.T. 2 1/2
Do. demand 2 1/2
Do. 4 months' sight 2 1/2
France—Bank T.T. 2 1/2
America—Bank T.T. 2 1/2
Germany—Bank T.T. 2 1/2
India T.T. 16 1/2
Do. demand 16 1/2
Siam—Bank T.T. 16 1/2
Singapore T.T. 54 1/2
Japan—Bank T.T. 108 1/2
Java—Bank T.T. 134 1/2

TO-DAY'S EXCHANGE.

London—Bank T.T. 2 1/2
Do. demand 2 1/2
Do. 4 months' sight 2 1/2
France—Bank T.T. 2 1/2
America—Bank T.T. 2 1/2
Germany—Bank T.T. 2 1/2
India T.T. 16 1/2
Do. demand 16 1/2
Siam—Bank T.T. 16 1/2
Singapore T.T. 54 1/2
Japan—Bank T.T. 108 1/2
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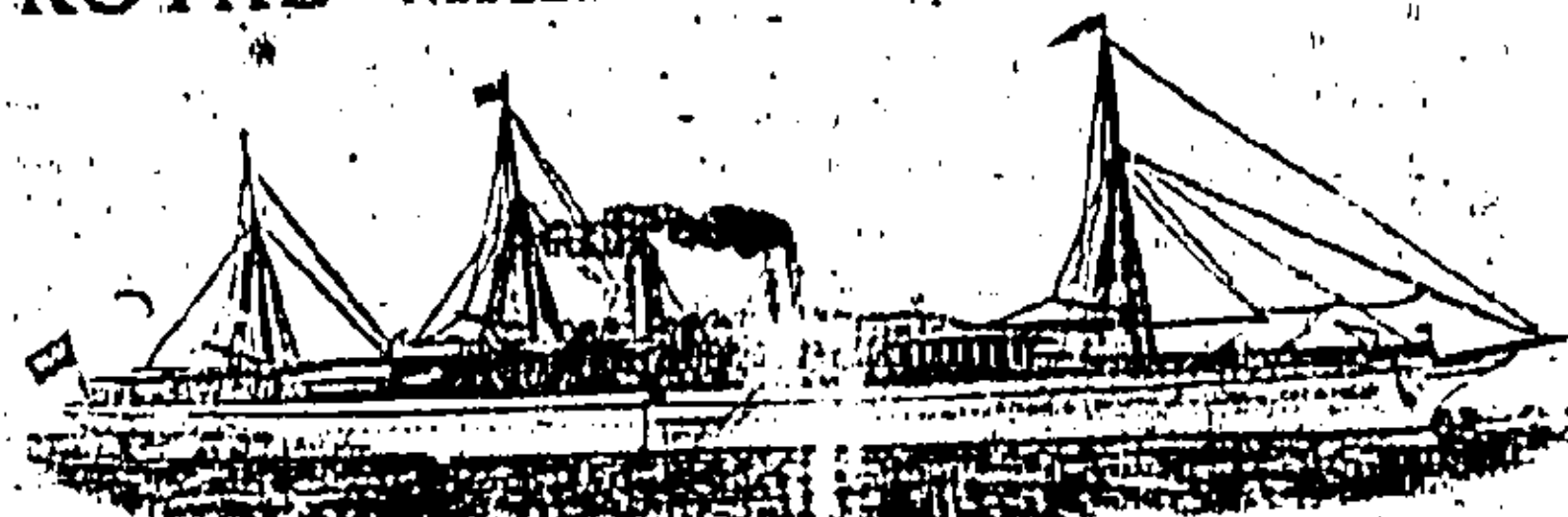
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Germany—Bank T.T. 2 1/2
India T.T. 16 1/2
Do. demand 16 1/2
Siam—Bank T.T. 16 1/2
Singapore T.T. 54 1/2
Japan—Bank T.T. 10

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean-Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR".....4,425.....		WEDNESDAY, October 24.....	November 12
"EMPEROR OF CHINA".....6,000.....		THURSDAY, October 25.....	November 13
"EMPEROR OF INDIA".....6,000.....		THURSDAY, November 22.....	December 10
"ATHENIAN".....3,882.....		WEDNESDAY, November 28.....	December 22
"EMPEROR OF JAPAN".....6,000.....		THURSDAY, December 20.....	January 7
"MONTEAGLE".....6,163.....		WEDNESDAY, December 26.....	January 19

(Subject to Alteration).

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's Mail Express. "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways.....£40.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all ports and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. Maps, Routes, Hand Books, Rates of Freight and Passage, For further information, apply to W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENSIN VIASWATOW & CHEFOO, CHEONGSHING*.....		FRIDAY, 5th October, 4 P.M.
SINGAPORE, PENANG & CALCUTTA, SUISANG*.....		FRIDAY, 5th October, 4 P.M.
MANILA.....		FRIDAY, 5th October, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 3rd October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMSHIP	TO SAIL
NINGPO	"SUNGKIANG".....	4th October
TSINGTAO, CHEFOO and NEWCHANG	"KASHING".....	5th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA".....	6th "
SHANGHAI	"YOHOW".....	6th "
TIENSIN	"EWEICHOW".....	7th "
TAIWANFOO	"CHANGCHOW".....	7th "
CHEFOO and NEWCHANG	"EWEIYANG".....	12th "
SHANGHAI	"SHAOSHING".....	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd October, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. Almond.....	MANILA (DIRECT)	SATURDAY, 6th October, at Noon.
ZAFIRO.....	2540	R. Rodger.....	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th September, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL,
(With Liberty to Call at the Malabar Coast).

Steamship "SOUTH AMERICA".....About 16th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 24th September, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STREAMERS	DESTINATIONS	TO SAIL
BRISGAVIA.....	SHANGHAI, YOKOHAMA AND KOBE.....	4th October.
SEGOVIA.....	YOKOHAMA AND KOBE.....	Beginning of October.
SITHONIA.....	SHANGHAI, KOBE AND YOKOHAMA.....	14th October.
C. FERD. LAEISZ.....	SHANGHAI, YOKOHAMA AND KOBE.....	28th October.
ANDALUSIA.....	SHANGHAI, KOBE AND YOKOHAMA.....	13th November.
AMBRIA.....	SHANGHAI, YOKOHAMA AND KOBE.....	22nd November.

HOMEWARD.

STREAMERS	DESTINATIONS	TO SAIL
SUEVIA.....	HAVRE, BREMEN and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	10th October.
SENEGAMBIA.....	HAVRE, ANTWERP and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	16th October.
HABSBURG.....	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	2nd November.
BRISGAVIA.....	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	16th November.
SITHONIA.....	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	30th November.
RHEANIA.....	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	14th December.
ANDALUSIA.....	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	28th December.
HOHENSTAUFEN.....	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	11th January.
ALESIA.....	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO.....	25th January.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and Cabin amidships. Lighted throughout by Electricity. Duly qualified Doctor and Stewardess on board. Laundry on board.

COAST SERVICE.

STREAMERS	DESTINATIONS	TO SAIL
DAPHNE.....	NAGASAKI AND WLADEVOSTOK.....	Beginning of October.
KOWLOON.....	SHANGHAI AND CHINKIANG.....	4th October.
LYDIA.....	SHANGHAI AND CHINKIANG.....	To follow.

Taking Cargo at through rates to Tsingtao and Chemulpo.

For steamers of the Coast Service marked 1 to 5, apply to SIEMSEN & CO. [654]

FOR SINGAPORE, PENANG AND CALCUTTA.

"GREGORY APCAR,"
Captain S. H. Belsom, will be despatched for the above Ports, on SATURDAY, the 6th instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 2nd October, 1906. [954]

THE ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE AND SAN FRANCISCO.

"TUSCARORA,"
will be despatched for the above Ports, on or about the 10th of October, 1906.
For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 26th September, 1906. [946]

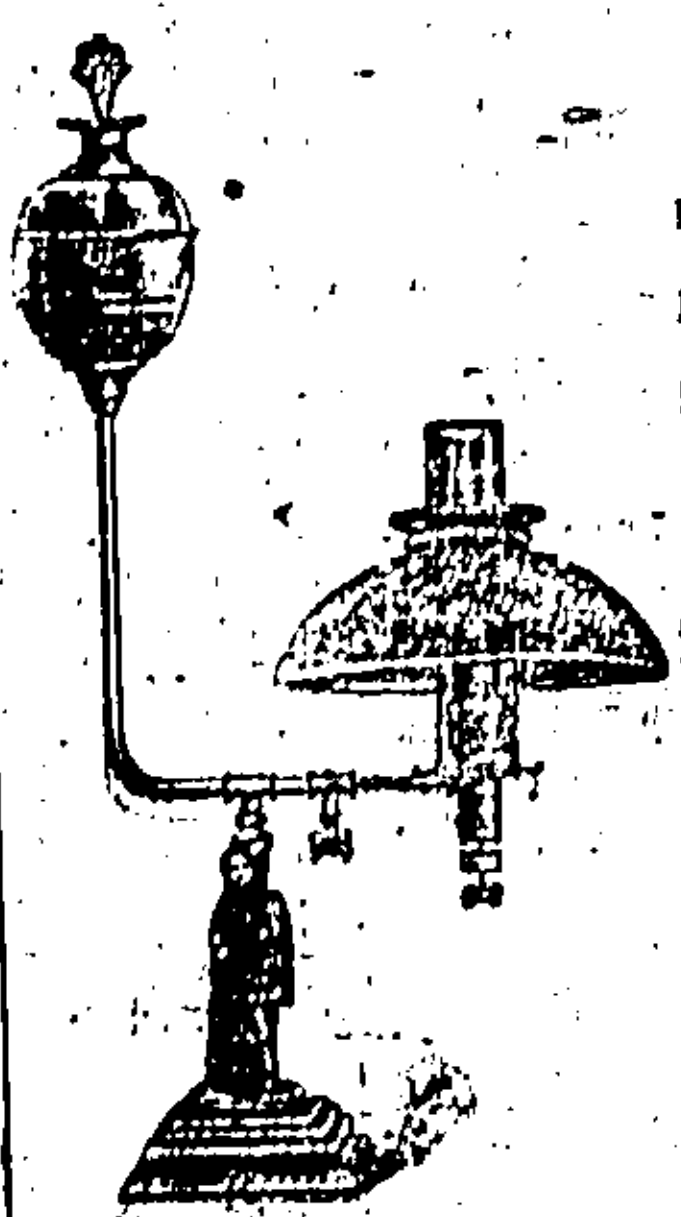
TOYO-KISEN KAISHA.

SOUTH AMERICAN LINE.
Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS.
Will be sent to VALPARAISO if sufficient inducement.

THE Steamship
"KASADO MARU," 5,000 tons.
Taking Freight and Passengers to other Western Coast Ports of South America.
The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.
For further information, apply to
K. MATSUDA,
Manager,
Yok Building.
Hongkong, 11th September, 1906. [848]

For Sale.

FOR SALE.



TAY KWONG CO.,
109, Des Voeux Road Central.

Hongkong, 1st October, 1906. [69]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages, each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,
Hongkong.

PHILIPPINE STAMPS.

CURIOUS PARTICULARS.

The stamps of the Philippines present many interesting features for study in the opinion of the *Manila Times*. A writer in that journal says that the first series appeared in 1894, being copied from the series then current in Spain; but the artist (?) who made the engravings produced such a caricature of Queen Isabella that the Spanish Government was horrified, and instantly ordered that no more of the stamps be printed, and that those on hand should be used only on domestic letters, so that they should not go out of the islands. In order to supply stamps for use on foreign mail, a supply of stamps that had been prepared for use in Cuba was diverted to the Philippines, and used pending the preparation of a more suitable series.

The political changes in Spain, whereby the Government was changed from a monarchy to a republic, the establishment of a provisional Government, and the change back to the monarchy, and the accession of the various rulers, are all illustrated in the issues of Philippine stamps, as is also the change to American sovereignty.

Communication between Spain and Manila being often interrupted, the supplies of some of the Philippine stamps ran out before others could be procured, and we find that the Spaniards met the difficulty by overprinting stamps of which they had a surplus with the denomination of which there was a shortage. There were special stamps for use on telegrams, for mails, and for the payment of the various taxes; sometimes one of these kinds ran out and then stamps intended for another use were surcharged to make them available, and this resulted in a jangle of surcharges, that would delight the soul of a Sherlock Holmes to unravel.

Besides the provisional stamp that appeared from time to time between 1899 and 1902, there was completely new series issued in 1896, 1893, 1894, 1895, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, and 1906, under the Spanish Government, and in 1898 by the over-printing of the American stamps, and the American series being changed in 1902, the supplies received from Washington since that time have been of the 1902 American designs. Of all these issues, those of 1894 and 1895 present the most difficulty as to rarity. But a fairly representative collection can be gathered without much cost, especially if the collector has access to the storing place of such old letters as may have escaped the attention of the whole sale, the climate, and other consumers of old records.

The insurgent government provided itself with a series of postage stamps, and did quite a business for a short time. However, most of the insurgent stamps now in collections are unused copies that were captured in the insurgent post offices by the American troops. Undoubtedly used specimens are very scarce, though most of the unused ones are quite common.

FOIBLES OF LITERARY MEN.

Keats liked red pepper on his toast.
Dickens was fond of wearing jewellery.
Joachim Miller called all his chairs to the wall.

Edgar Allan Poe slept with his cat, and was inordinately proud of his feet.

Dauber wore his eye-glasses when asleep.

Thackeray used to lift his hat whenever he passed the house in which he wrote "Vanity Fair."

Alexandre Dumas, the younger, bought a new painting every time he had a new book published.

Robert Louis Stevenson's favourite recreation was playing the flute, in order, as he said, to tune up his ideas.

Robert Browning could not sit still. With the constant shuffling of his feet-holes were worn in the carpet.

Longfellow enjoyed walking only at sunrise or sunset, and he said his sublimest moods came upon him at these times.

Hawthorne always washed his hands before sending a letter from his wife. He delighted in poring over old advertisements in the newspaper files.

Darwin had no respect for books as books and would cut a big volume in two, for convenience in handling, or he would tear out the leaves he required for reference.

Oliver Wendell Holmes used to carry a horse-chestnut in one pocket and a potato in another to ward off rheumatism.

Thomas Babington Macaulay kept his closets crammed with elaborately embroidered waistcoats, and the more gaudy they were the better he liked them.

Voltaire, as a preliminary to his day's work, would sharpen an even dozen lead pencils. He would untie and retie his stock whenever an idea concerning his work particularly pleased him.

Count Tolstoy goes barefoot and hairless the year round. He is fond of French perfumes and keeps his linen scented with sachet powder. There is always a flower on his desk as he writes. Although rich, he wears the cheapest clothes he can buy.

Bret Harte, when the inspiration was on him, would hire a cab for the night, and drive without stopping through the darkness until the struggle for ideas was over and he grew calm enough to write. Nothing pleased him more than to be taken for an Englishman.

PROMOTION used to be most rapid in the French Army; but to-day a man stands a chance of rising in our own.

THE last time that a British jury was found rendering a verdict contrary to the will of the Court was in 1670.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

H.K. Steamship

"OCEANA."

Captain W. Hayward, R.N.R., carrying H.
M. mails, will be despatched from this
office on SATURDAY, the 4th October, at
noon, taking Passengers and
Cargo for the above Port.

Silk and Valerians in Cargo for France
and Sea and General Cargo for London will
be conveyed direct to Marseilles and London.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th September, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES

LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIE."

Captain Court, will be despatched for MAR-
SEILLES on TUESDAY, the 10th October,
at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Dumet* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOURANE* 30th October.
S.S. *AUSTRALIE* 13th November.
S.S. *TOKIN* 27th November.
S.S. *ERNEST SIMONS* 11th December.
S.S. *CALEDONIE* 25th December.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd October, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.

\$22.50

WHISKY, FINE MALT

JOHN WALKER & SONS' OLD HIGHLAND

G. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

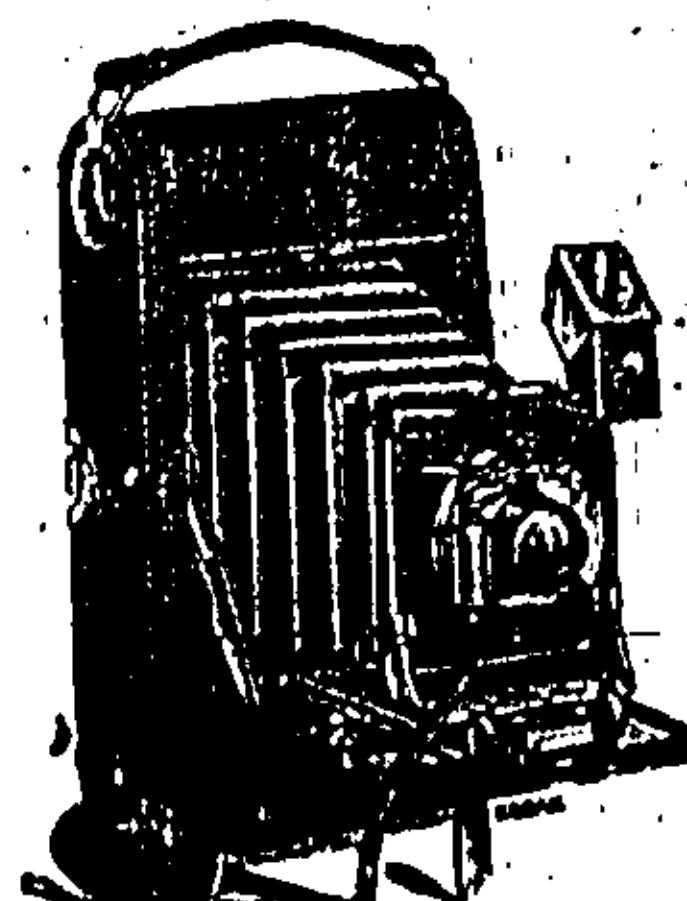
FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

Telephone 256.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
HONGKONG, 14th May, 1901.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon, later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$150,000	\$1,724,472	\$1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	\$800 sellers; London 293
National Bank of China, Limited	49,925	£7	£6	\$150,000	\$74,099	\$2 (London 3/6) for 1905	...	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$320
North China Insurance Company, Limited	10,000	£15	£5	\$100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$331,131 \$569,279 \$800,000 \$101,787 \$15,577	\$2,702,271	Interim div. of \$30 in 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$229,478 \$2,616 \$1,220,918	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$6,000 \$264,438 \$2,616	\$344,058	\$6 for 1904	6 1/2 %	\$393
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	\$20 for 1904	7 1/2 %	\$327 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$264,438	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$250,000 \$600,000 \$144,386 \$170,000 \$280,918 \$3,990	Nil.	\$2 1/2 for year ended 30.6.1906	5 1/2 %	\$43 ex div.
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$1,000,000 \$100,000 \$4,000	\$1,464	\$1 for 1st half-year 1906	8 %	\$25 buyers
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$1,000,000 \$100,000 \$4,000	£2,412	10/- @ ex. 2/1 9/16 = \$5.09	6 1/2 %	\$74
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 5,000 Tls. 500,000	Tls. 23,156	Interim div. of Tls. 2 1/2 a/c 1906	9 %	Tls. 55 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000 \$100,000 \$4,000	£107,815	1/- (Coupon No. 6) 10/1905	4 1/2 %	29 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$100,000 \$4,000	\$218	\$1.50 for year ending 30.4.1906	5 1/2 %	\$29 \$20
Taku Tug and Lighter Company, Limited	50,000	Tls. 50	Tls. 50	Tls. 5,000 Tls. 500,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$850,000 \$450,000 \$86,119	\$40,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$157
Luxen Sugar Refining Company, Limited	10,000	\$100	\$100	\$850,000 \$450,000 \$86,119	\$132,588	\$3 for 1897	...	\$22 sellers
Perak Sugar Cultivation Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 5,000 Tls. 500,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 85 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$100,000 \$4,000	£13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 1/2 %	Tls. 10
Consolidated Mining Company, Limited	100,000	G \$10	G \$10	\$1,000,000 \$100,000 \$4,000	G \$90,050	Final of 50 cents making G \$1 for 1905	7 %	G \$14 nominal
South Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,500,000 \$150,000 \$30,000	£8,745	No. 12 of 1/- = 48 cents	...	182
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$750,000 \$37,500 \$7,500	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000 \$100,000 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$95
Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000 \$25,000 \$5,000	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$150 sa. & buy.
Amoy Dock Company, Limited	10,000	\$50	\$50	\$500,000 \$25,000 \$5,000	\$2,221	\$1 for 1905	5 1/2 %	\$17 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570 Tls. 557,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 126
Shanghai and Hongkew Wharf Company, Limited	32,500	Tls. 100	Tls. 100	Tls. 3,250 Tls. 325,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 240
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250 Tls. 25,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500 Tls. 250,000	none	First year	10 1/2 %	Tls. 102
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000 \$12,500 \$2,500	\$1,418	\$3 for year ended 30.6.1906	10 1/2 %	\$20 sellers
Central Stores, Limited	6,000	\$15	\$15	\$90,000 \$4,500 \$900	none	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$4	\$4	\$96,000 \$4,800 \$960	\$1,719	7 1/2 on \$7.40 for 1905	...	\$15 1/2 buyers
Do. (Founders)	123	\$15	\$15	\$1,845 \$92,250 \$18,450	none	None	...	\$300 buyers
Hongkong Hotel Company, Limited	120,000	\$50	\$50	\$6,000,000 \$300,000 \$60,000	\$110,057	\$5 for first half-year for 1906	8 1/2 %	\$115
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000 \$50,000 \$10,000	\$110,057	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$109 sellers
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	Tls. 250 Tls. 25,000	Tls. 1,935	Final of 6 1/2 % 10 % for 1905	10 1/2 %	Tls. 15 buyers
Hotel Metropole Company, Limited	7,000	\$100	\$100	\$700,000 \$35,000 \$7,000	\$4,699	Final of 6 1/2 % 10 % for 1905	10 1/2 %	\$100
Empire Estate & Finance Company, Limited	10,000	\$10	\$10	\$100,000 \$5,000 \$1,000	\$5,070	80 cents for 1905	7 1/2 %	\$11 1/2
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	\$50,000 \$2,500 \$500	\$574	\$2 1/2 for 1905	6 1/2 %	\$59
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 600 Tls. 60,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 109 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$31,250 \$6,250	\$772	Interim div. of \$2 account 1906	8 %	\$70
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750 Tls. 75,000	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$62,500 \$12,500	\$21,670	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$132
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750 Tls. 75,000	Tls. 100,000	3 1/2 a/c 1898	9 1/2 %	Tls. 68 sellers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800 Tls. 80,000	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 83 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000 Tls. 100,000	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 37 1/2 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$400,000 \$20,000 \$4,000	\$1,056	\$7 for 1905	7 1/2 %	\$90 sales
Beil's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,032 \$51,600 \$10,320	\$1,097	1 1/2 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000 \$600 \$120	Nil.	\$1 for 1904	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$36,000 \$7,200	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	14 1/2 %	Tls. 70
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200 Tls. 20,000	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	\$110
China Light and Power Company, Limited	100,000	\$10	\$10	\$1,000,000 \$50,000 \$10,000	\$1,581	80 cents for 1905	8 1/2 %	\$9.50
China Provident Loan & Mortgage Company, Ltd.	25,000	\$2 1/2	\$6	\$625,000 \$31,250 \$6,250	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$17
Dairy Farm Company, Limited	200,000	\$10	\$10	\$2,000,000 \$100,000 \$20,000	\$5,229	Int. div. of 75 cents for 1-year ended 30.6.06	10 %	\$20 sales
Green Island Cement Company, Limited	200,000	\$10	\$10	\$2,000,000 \$100,000 \$20,000	\$5,229	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 1/2 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000 \$21,000 \$4,200	\$2,893	\$1.00 for 10 months ending 28.2.06	8 %	\$14 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$30,000 \$6,000	\$2,796	Int. div. of \$2 for 10 months ending 18.10.05	10 1/2 %	\$215
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$125,000 \$6,250 \$1,250	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 1/2 %	\$236
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$6,250 \$1,250	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$28
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000 \$25,000 \$5,000	\$88	Final of 50 cents making \$1 for the year	12 1/2 %	\$7 1/2 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$150,000 \$7,500 \$1,500	\$1,374	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.05	9 1/2 %	Tls. 240 sales
Maatschappij tot Exploitatie van Landbouwen op de Java, Limited	25,000	Gs. 100	Gs. 100	Gs. 2,500 Gs. 250,000	Tls. 27,603	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	\$5 buyers
Philippine Company, Limited	67,500	\$10	\$10	\$675,000 \$33,750 \$6,750	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	12 %	Tls. 125 sellers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 800 Tls. 80,000	Tls. 9,751	Tls. 6 for 1904	...	Tls. 50 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270 Tls. 27,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450 Tls. 45,000	...	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 90 buyers
Shanghai-Sunatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 200 Tls. 20,000	Tls. 85,192	Interim div. of 15/- for 1-year 1906	...	Tls. 355
Shanghai Waterworks Company, Limited	7,200	£20	£10	Tls. 100,000	Tls. 85,192	Interim div. of 5/- for 1-year 1906	...	Tls. 280
South China Morning Post, Limited	7,200	\$25	\$25	none	\$41,934	None	...	\$22 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200 Tls. 20,000	Tls. 1,012	Interim div. of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$99,000 \$5,000 \$1,000	\$757	70 cents for year ended 31.5.1906	8 1/2 %	\$8
Do. (Founders)	100	\$10	\$10	\$1,000,000 \$100,000 \$20,000	\$7,734	Final of 50 cents making 1/- for 1905	7 1/2 %	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$45,000 \$9,000	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$13
William Powell, Limited	15,000	\$10	\$10	\$150,000	...	...	...	\$10
DIVIDENDS PAYABLE:—								